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NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns should be addressed to the Editor. Letters for publication should be written on one side of the paper only. No correspondence should be published unless it is of a general nature. Letters for publication should be written on one side of the paper only. No correspondence should be published unless it is of a general nature. Letters for publication should be written on one side of the paper only. No correspondence should be published unless it is of a general nature.

BIRTH.

On the 25th September, 1903, at St. Paul's, The Peak, the wife of Mr. HANS SCHUBERT, a son.

DEATH.

On the 11th September, at the Yokohama General Hospital, JOHNSA GLOVER MOLONEY JAFFRAY, wife of the late ROBERT JAFFRAY, in the 59th year of her age.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD ST. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28TH SEPTEMBER, 1903.

AFTER having been compelled to criticize unfavourably the police force of this Colony during the past week, we are glad to take the opportunity of complimenting them, and the authorities generally, on the way in which an incipient strike among the local ricksha-coolies was dealt with on Saturday. Early in the afternoon of that day the entire body of ricksha-pullers in Hongkong went on strike, by instructions from their guild, owing apparently to certain penalties recently inflicted upon offending coolies, including, no doubt, one case reported in our Police Court columns on Tuesday, when a coolie was ordered to pay compensation to his fare, whom by faulty steering he had thrown from his ricksha and badly injured. The strike caused a great deal of inconvenience all over the Colony, people desiring to get to either end of the city having to walk or, in the case of natives, to crowd into the gharries which turned out in extra force to take advantage of the absence of other vehicles. The whole passenger service on the lower levels was disorganised, while the pullers noisily debated the situation among themselves. The authorities, however, very properly decided that the matter was not one to be dealt with in the usual mild way, and therefore, about 4 o'clock, the order was given to the strikers to return to work within three hours, under penalty of having all their licences cancelled. This exhibition of

firmness soon brought the malecontents to their senses, and by 8 o'clock rickshas were plentiful in most parts of the city; nor was any trouble experienced. Thus by a proper display of firmness a troublesome matter was brought to a satisfactory end. Such an issue does much to raise the local standard of civility among the more ignorant classes of the community. All classes of the community will join in congratulating the authorities on the way in which the strike was dealt with, and the line of action taken. It is a lesson to be learned by the Government to the effect that the maintenance of the law is essential to the well-being of the community.

We are requested to call the attention of members of the Club to the fact that the Annual General Meeting will be held in the Cricket Pavilion at 5.15 p.m. today.

Three burglaries occurred in a hour and a half, and these responsible in custody is the creditable record of the Police Station, Wanchai, of which Inspector Ho is in charge.

The appointments are announced in the *Gazette* of Mr. E. Jones as Acting Assistant Harbour Master; of Mr. E. A. Howett as Member of the Medical Board; and of Mrs. B. L. T. Barnett and H. Macfarlane as Assistant Medical Officers of Health.

With reference to our report of the case at the Police Court in which a housewife was charged with stealing property belonging to Mr. A. P. Goodwin and an amah, we are asked to explain that the amah was in the service of Mrs. Well, in whose house Mr. Goodwin resides.

A Tokyo despatch to an Osaka paper says that two officers of the Metropolitan Police have lately signed a contract with the Chinese authorities to instruct in the Chinese Government Police School at Taiyuanfu, Shanxi, for a term of two years, at salaries of 3,400 yen and 1,700 yen per annum.

Quarantine restrictions are now in force in Hongkong against Manila (for plague, small-pox, and cholera), Amoy (plague), and Shanghai (cholera). Sanitary measures against Hongkong on the other hand, are still in force in Manila, Netherlands, India, Rangoon, Shanghai, Siam, Indo-China, and Labuan and British North Borneo.

The following is the programme of music to be played by the Band of the 14th Bombay Infantry, on the New Parade Ground to-day, from 4.30 to 6 p.m.:

St. W. March, "Romana" Gounod Overture, "König Stephen" Beethoven Song from *Kudshida*, "As when the snow drifts" Goring Thomas Selection from *Attila* Liszt Verdi Selection from *Lombardi* Verdi American March "Prairie Flowers" H. E. Lath "God Save the King"

The staff of the Custom House at Dalny, will, it is said, be entirely of Russians and Chinese, formerly on duty at Port Arthur, though, like the other custom-houses in China, it is under the control of Sir Robert Hart, the Inspector-General of the Chinese Customs. An advertisement of 5 per cent. is to be imposed on all goods entering Dalny, and the receipts therefrom will be deposited at the Russo-Chinese Bank as security for the Boxer indemnity due to the Powers concerned.

The *Nippon*, discussing Russia's attitude, quotes the old story of the hero who calmly regarded all the transformations of the demon and was thus able to subdue it in the end—a parallel of the Prussian tale. Russia's devices, it declares, are all familiar and antiquated. One should expect them and treat them with indifference. To be thrown by each change of method into a state of consternation is to fall ultimately into the nervous perturbed condition desired by the enemy. Japan must preserve her calmness, says the *Nippon*. But she has to fight, let her make up her mind and stand ready for the combat.

To-day is the fortieth anniversary of the birthday of His Most Faithful Majesty King Carlos I of Portugal, and also of His Royal Consort, Queen Amelia. As already announced there will be no reception at the Portuguese Consulate this year, owing to the indisposition of the Consul, Senhor Conselheiro A. G. Romano. We learn that the Portuguese community of Canton, under the leadership of their Consul, Senhor Moraes, will celebrate the day in appropriate style. There will be an "At Home" in the evening and the Portuguese band of Shantou will attend and enliven the proceedings with a select programme. The band of Shantou will, we understand, be illuminated.

Peter Roman Dubarry, examiner, in the Imperial Maritime Customs of China, died at Poochow on the 15th September, the local *Echo* records. Mr. Dubarry was born at Tarbes, France, August 8th, 1831. Emigrating to America, he served during the civil war of 1862, and 1864 in the navy of the United States, and obtaining an honourable discharge at the close of the war, was admitted as a naturalised citizen of the United States July 16th, 1867. Coming to China, he entered the Customs Service in April, 1869. On the 21st of June, 1883, while living at Chinkiang, he was married, his widow with an adopted daughter surviving him. Mr. Dubarry was highly respected by his colleagues in the Customs service.

The Straits Government exchange rate for the current month for the payment of salaries is 1/11.

The new dollars for the Straits are expected by the next P. & O. mail, due at Singapore on the 3rd prox.

The *P. & T. Times* appeals for humane treatment of Chinese in Tientsin, and cessation of violence and imprisonment of coolies, in some cases on well-founded and respectable grounds.

Fresh plague cases are reported from Yokohama, some occurring in the harbour. At Yokohama over 100 cases have been reported, and Japan is covering up the epidemic in her selfish policy.

Mr. Vasili Vershelagin, the famous Russian military painter, arrived in Japan this month with the object of painting the battles and famous events of the Russo-Japanese war.

Indian papers state that Major-General O'Meara, commanding Mhow District, has been granted four months' special leave in continuation of the leave to China.

Sir Thomas Lipton, according to a telegram to Australia, was grievously disappointed over the result, and he stated to have said that the brains in the boat-building business is evidently on the American side of the Atlantic.

San Francisco papers state that Captain Goring of the *s.s. America* has obtained a divorce from his wife. In the San Francisco Courts. He proved that his wife refused to come to San Francisco, where he had made his domicile.

The 50th anniversary of the opening of Hakodate to foreign trade was successfully celebrated on the 15th inst. Among those present at the reception in the public gardens were the British and Russian Consuls and the captains of foreign warships then staying at that port.

The *Jiji Shimpō's* correspondent telegraphs from Peking that, according to news received in that city from St. Petersburg, the Russian Government has rejected the proposals submitted by Japan in connection with the Manchurian question. The *Japan Mail* does not think that any truth attaches to this story.

"S.H.N." writes, in a letter published in the *Outlook*, an account of a reception by the Empress Dowager at Peking last June. He says:—She impressed me as being a woman of more than ordinary calibre: a pleasant, quiet, smart, and determined old lady. Her smile is really pleasant to see, and although a little nervous and timid in the presence of so large a crowd of men only she still appeared to enjoy the break in the monotony of her prison-like life. Gentleness, as a rule, are not noted for their accurate or reliable descriptions of ladies. I had heard that the Empress Dowager was a little old, but I can tell you to a certainty that she had a green dress or gown of some sort, with some pink trimmings, and she wore the enormous Manchou head-dress of flowers, with a row of several dozen immense pearls across her forehead. As she talked she kept fingering nervously at the silk fringe on the desk in front of the throne. There was even something pathetic in the manner of this old woman as she eyed us, keenly and steadfastly, one after the other as we passed in front of her.

MORE HOUSEBREAKING AT KOWLOON.

Early on Saturday morning thieves broke into Mr. Ruttonjee's provision store in Elgin Road, Kowloon. An entrance was effected by the front door, and so silently were the operations carried out that no one on the floors above was disturbed. It was found that the safe had been tampered with, but the thieves had not succeeded in opening it. The drawers of the counter has been burst open and the contents ransacked, but the thieves apparently succeeded in getting away with nothing more valuable than a small lot of provisions.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 31st July, 1903, appears in the *Gazette*:

ASSETS.		\$	c.
Advances, etc.	41,723.09		
Subsidiary coins	1,300,000.00		
Total assets	1,341,723.09		
Balance	985,322.28		
Total	2,327,045.37		
LIABILITIES.		\$	c.
Deposits not available	485,144.43		
Crown agents' drafts	10,000.00		
Money order remittances	10,830.50		
Balance overdrown, bank	1,783,423.02		
Balance overdrown, Crown agents	30,567.42		
Total	2,327,045.37		
Subsidiary coins in transit	850,000		
Estimate of silver at mint	454,404		
Total	1,304,404		

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 2 a.m. on the 26th inst., and left again at 1 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. to-morrow.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 2 a.m. on the 26th inst., and left again at 1 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. to-day.

The Sikkim R.M.S. steamer *Empress of India*, which left Hongkong on the 26th ult., arrived in New York on the 25th inst.

The Imperial German mail steamer *Zieten* left Shanghai on the 26th inst., at noon, and may be expected here to-morrow, at daylight.

The C. & M. steamer *Rubi* left Manila on the 26th inst., at 10 a.m., and is due here to-day, at noon.

TELEGRAMS.

REUTERS SERVICE.

THE BULGARIAN TROUBLES.

LONDON, 24th September.
Sofia telegrams state that the situation, which has again become worse, is causing anxiety.

LATER.
The Staff-Commander anxious to persist in the policy of non-interference in the insurrection and the restoration of order, is disposed to entertain overtures from Bulgaria. The Turkish war party, however, grows daily stronger, and contends that Bulgaria is only trying to gain time and that, as it is impossible to keep a large Turkish army in the field during the winter, war is the best course.

LONDON, 24th September.
The Russian Government publishes an official note declaring that neither Turkey nor Bulgaria will receive support from any quarter if they secretly or openly resist the execution of the Austro-Russian reform scheme formulated in the spring with the approval of the Powers. Austria has published a similar statement and adds that, if these warnings are disregarded, whatever sacrifices Turkey or Bulgaria may make will be useless as the Powers are resolved to permit no change in the status quo.

Bulgaria yesterday demanded that the Porte withdraw or reduce the number of troops on the frontier. The Porte replied by complaining of the Bulgarian mobilisation.

THE WAR OFFICE REFORM.

LONDON, 24th September.
Persons who are acquainted with the powerful influence which the King exercises in public affairs are disposed to fully credit the reports that he is using his constitutional prerogative in the present crisis in insisting especially on having a strong man at the War Office.

THE PANAMA CANAL.

LONDON, 24th September.
Colombia has allowed the treaty with America for the construction of the Panama Canal to lapse because they demanded better terms. The project has therefore been again indefinitely postponed. The people in the province of Panama are furious and are likely to revolt, with the assistance of American free-lancers.

UNREST IN MOROCCO.

LONDON, 24th September.
All Europeans, British and French alike, in the service of the Sultan, have been ordered to quit Fez, their lives being unsafe owing to the hostility of the natives.

AUSTRIA-HUNGARY.

LONDON, 25th September.
Loyalty to the throne has induced the Ministerialists in Hungary to accept the declaration of the Emperor Francis; but the Kossuth party has provoked a frantic scene in the Diet, one deputy declaring that he had lost faith in the King's word.

CORRESPONDENCE.

A SYNOPSIS.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 27th September.

Sir, I happened to be in the Police Court on Wednesday while Mr. Sercombe Smith was hearing a case in which a Chinese house-owner was prosecuted for failing to lime-wash some 400 houses, and on that occasion His Worship made some remarks to the prosecuting-Senior Sanitary Inspector which I had expected to see reported in the Press. The Magistrate asked the Inspector if he himself had inspected all 400 houses, and the reply was "No; I took a synopsis." Mr. Sercombe Smith asked what he meant by "a synopsis," and was told "a general view." Thereupon His Worship vented his sarcasm upon the Inspector, telling him that he was using words he did not understand, that he did not know the English language, and that he would stagger the Bench if he used such words as that; furthermore, that he (Mr. Sercombe Smith) was "not a very clever man himself," but he understood the meaning of the word—and more to that effect. A few minutes later His Worship had to admit that the Inspector knew better than he what the word "roof" meant as opposed to "ceiling." With regard to the word "synopsis," I thought I knew the meaning of it, but I had the curiosity to look up Webster and Nuttall, and both give substantially the same definition:—"A general view, or a collection of things or parts so arranged as to exhibit the whole or the principal parts in a general view." (Webster.) Mr. Sercombe Smith should have more consideration for the feelings of witnesses and avoid laying himself out on the aspersions that he "shields himself under the quarter-dock" like the obnoxious officer in *Mudshipman Easy*.—Yours, etc.

FAIRPLAY.

WEATHER REPORT.

The Hongkong Observatory on the 26th inst. issued the following report:—
The barometer has risen over Japan, fallen elsewhere, particularly over N. China.
The depression is moving Eastwards over N. China, and pressure is now highest over Central Japan.
Gradients slight for E. winds in the Formosa Channel and for N.E. winds over the N. part of the China Sea.
Forecast:—Moderate or light E. winds; fair.

RICKSHA COOLIES IN REVOLT.

A STRIKE SUPPRESSED.

On Saturday afternoon 1,500 ricksha-coolies let the shafts of their vehicles drop to the ground and went on strike. All over the city the movement seemed to come to a head simultaneously, which fact points to the strike having been instigated by the guild that looks after the interests of these people. In the side-channels of Queen's Road, in bye-roads and lanes—everywhere the rickshas were to be seen. Whoever the object of the strikers may have been, they could not have chosen a more favourable time than Saturday afternoon to show what they could do in the way of inconvenience to the public by stopping the traffic. On Saturdays at this season of the year there is always a large demand for these handy vehicles by those desirous of getting away from the City to the more suburban neighbourhood of the Happy Valley and Shaukiwan Road, and as it happened there was a Polo Gymkhana on at Causeway Bay to make this demand for rickshas even greater than the normal.

It was therefore little wonder that deep elation was felt and expressed on every side when intending travellers found that rickshas were not to be had for love or money and that they had no alternative but to abandon their journey or have recourse to "Shanks's mare." Many people tried to press into service the coolies who were standing by the idle rickshas, but such methods only led to the pullers showing a clean pair of heels as they dived into the recesses of the Chinese alleyways. At various points along Queen's Road the strikers assembled in strength and excitedly and with much gesticulation discussed their grievances real or supposed. But routine work they would not. The first signs of the strike began to be visible about two o'clock, and before three o'clock the strike had become general all over the town.

Various reasons for the strike were given. It was stated, for instance, that the coolies had had a disagreement with the owners of the rickshas with regard to the rate of pay. Then it was reported that two sections of the coolies had had a fight that led to the cessation of traffic. But neither of these rumours appears to have been true. The owners state that the coolies are not demanding more money. The press seems to be that the coolies had taken this means to protest against the increasing strictness with which the police have been enforcing the street regulations. Of late there have been numerous prosecutions of ricksha-coolies for breaking the rules of the road and causing general obstruction, refusing to abide at the recognised stances, and so on. That it was high time for stricter regulations to be enforced no one will deny. The congested condition of certain parts of the streets in the Central district through rickshas being allowed to stand in the side-channels had been a crying grievance for months past.

It was because of the police enforcing the regulations relating to traffic, therefore, that the coolies went on strike. When the police heard of the state of matters orders were given for the numbers of all the rickshas lying idle along the streets to be taken, the ricksha-owners were summoned to the Central Station, and later all the strikers were sent for to attend at the same place. On their arrival they were confronted by the Deputy Captain of Police, the Acting Registrar-General and the Inspector of Rickshas, and were told that they would be allowed three hours in which to resume work, failing which they would forfeit their licences. This was about four o'clock. The warning had an unmistakable effect on the recalcitrant pullers, for before the three hours' grace had elapsed rickshas were fairly numerous and as the evening drew on the street traffic resumed its customary aspect. Fortunately the strike was unattended by any riot or disturbance.

"It's an ill wind that blows nobody good." While the ricksha-pullers turned up their noses at offers previously unheard of and thereby lost many dollars, the chair-bearers reaped a rich harvest. They descended in haste from the upper heights and found more demand for their services than they were able to cope with. On the low levels there could be seen the unwonted spectacle of four chairs abreast passing along the streets. Then the bicycle shops benefited: so great was the run upon their stock that hardly a wheel that could bear the weight of a rider but was chartered for the dozens. Gharris too emerged in their dozens from the mysterious recesses of Wanchai and East Point, bearing evidence of years of inglorious occupation as chicken-roosts; and the jades that drew these antiquated stages were in keeping with their load.

THEATRE ROYAL.

Pollard's English Comedy Co. on Saturday repeated their performance of *What Happened to Jones* with no less success than on the previous evening. Except in the dress circle, there were few empty seats, and the audience, it was evident, thoroughly enjoyed the piece. The little interlude between the first and second acts, when Mrs. Marjorie Tempest sang a song and Mr. Alfred Talbot recited, was also greatly appreciated by the audience, and the artists were encored again and again. Miss Tempest being made the recipient of three floral tributes of appreciation.

To-night the Company put on the ever popular comedy *Are You a Mason?* Miss Tempest will sing Tosti's "Good-bye." On Wednesday and Thursday the Company will appear in *Why Smith Left Home*; and on Friday they will bid farewell in a special bill to be announced later.

CRICKET.

R. HANCOCK'S TEAM v. T. SERCOMBE SMITH'S TEAM.

A little before noon on Saturday a match commenced on the Cricket Ground between teams captained by Messrs. R. Hancock and T. Sercombe Smith, the former consisting of 12 "probables" for the Interport team, while the latter numbered 13 and included a certain proportion of possible candidates. Sercombe Smith, winning the toss, elected to bat, and Gable and Lumsden faced the bowling of Dixon and Lumsden, the latest arrival in the Garrison, of whom much has been expected. The score was taken up to 17 before Lumsden was dismissed by Dixon. At 24 both Toulmin and the batsman fell to Lumsden; Fawcett was out at 39 and Gable at 81 (out of which he had contributed 17), both to the low bowler. After this, with the exception of Sercombe Smith no one could do anything, and at the end of about three hours' play the whole side was out for 75, Lumsden making a brilliant *debut* as a bowler and capturing 7 wickets for less than 5 runs each. He also distinguished himself in the field. The "probables" made a bad start against the deliveries of Fawcett and Lee, and two wickets were down for S. Turner and Dixon then took the score to 39 before the latter was dismissed, when Smith joined the Bank man, with whom he saw the score doubled. Turner left at 72 for a meritorious 40. Runs continued to come, though Smith was out at 82, Hancock at 102, and Ward at 115. The eighth wicket added another 20, when Lumsden retired to a catch by Sercombe Smith, having proved himself a thoroughly good all round man. The end of the innings was only notable for a characteristic display by Arthur, who going in with 8 wickets down carried his bat for 29, not out, including two hits for six clean out of the ground. He might have made more, had not Cooper foolishly run himself out. Arthur was particularly severe on Toulmin, who gave away 25 runs in his last two overs and thus spoilt an otherwise good analysis. Hancock's team thus gained an excellent victory by 99 runs. Scores and analysis:—

SERCOMBE SMITH'S TEAM.			
Eng. Lt. R. B. Gable, R.N., c. Turner, b. Lumsden	17		
P. T. Lumsden, c. Lumsden, b. Dixon	12		
St. Toulmin, R.M. c. R. Hancock, b. Lumsden	40		
Major Chichester, D.A.A.G., c. Dixon, b. Lumsden	5		
Fawcett, R.N. c. Pollock, b. Lumsden	17		
T. Sercombe Smith (capt.), c. Cooper, b. Lumsden	0		
A. Mackenzie, c. Dixon, b. Lumsden	9		
St. Blair, R.N., c. b. Lumsden	5		
A. R. Lowe, c. b. Lumsden	2		
Capt. Davies, A.O.D., c. Lumsden, b. Dixon	1		
J. E. Lee, not out	2		
St. Rimington, S.F., c. R. Hancock, b. Pearce	7		
Capt. Dixon, R.A., c. b. Cooper, b. Pearce	7		
Extras	9		
Total	75		

HANCOCK'S TEAM.			
R. Hancock (capt.), c. Davies, b. Fawcett	6		
St. Pollock, R.A., c. Gable, b. Lee	1		
W. C. D. Turner, c. Davies, b. Toulmin	40		
J. T. Dixon, c. Lumsden, b. Lee	4		
St. W. Smith, R.A., c. Mackenzie, b. Toulmin	21		
H. Hancock, b. W. Davies	16		
St. Lumsden, R.A., c. b. Lumsden	22		
A. G. Ward, b. Toulmin	1		
T. E. Pearce, c. Lee, b. Toulmin	11		
H. Arthur, not out	29		
R. L. O. Bird, c. b. Lumsden	3		
C. R. S. Cooper, run out	6		
Extras	3		
Total	174		

BOWLING ANALYSIS.

SERCOMBE SMITH'S TEAM.		R.	B.	W.
Dixon	15	0	10	2
Lumsden	10	5	31	7
Cooper	6	2	7	2
Pearce	5	1	7	1
HANCOCK'S TEAM.		R.	B.	W.
Fawcett	8	—	23	1
Lee	13	—	48	2
Lowe	8	—	18	—
Toulmin	15	3	55	4
Davies	8	—	27	3

THE INTERPORT TEAM.

The team to represent Hongkong at Shanghai next month was definitely chosen after the completion of the match, the names of the selected players being as follows:—R. Hancock (Captain), J. T. Dixon, Lt. Lumsden, R.A., W. C. D. Turner, St. Arthur, Lt. Smith, R.A., H. Hancock, T. E. Pearce, C. R. S. Cooper, R. E. O. Bird, and A. G. Ward. Another player will probably be taken: A. R. Lowe and J. E. Lee being the most likely candidates, if either of them is able to get away.

R.A. POLO CHALLENGE TROPHY.

Lovely weather favoured the final match for the R.A. Challenge Trophy, which took place at Causeway Bay on Saturday afternoon at 4.30. The ricksha-pullers taking an afternoon off put those intending to be present to a great deal of inconvenience, and exertion. It was no joke having to walk from the Ferry to Causeway Bay in riding-boots, as several had to. However, the attendance was very fair and the sport excellent; also the refreshments, so said the pedestrians.

The 33rd Burma and the Civilians qualified to make their appearance on Saturday; two better-matched sides it would be difficult to get. Commencing at 4.45, the Civilians galloped down and immediately scored a goal. On the call off, the Civilians led by 1 goal 1 sub. to 1 goal. Resuming, the Burmas scored a goal and the Civilians a sub, the game concluding with the score standing:—

Civilians, 1 goal 2 subs.; Burmas, 1 goal 1 sub. Mrs. Bryan, wife of Major T. W. G. Bryan, commanding Hongkong-Singapore Battalion, R.G.A., made the presentation of the trophy in a few complimentary phrases. The teams were as follows:—
Civilians—Hon. P. H. May, C.M.G., Messrs. Ross, Johnstone, and Gedde.
33rd Burma—Majors Radcliff, and Strickland, Capt. Carlotta, and Lieut. Simpson. Musical selections were performed by the band and pipers of the 33rd Burma.

POLICE COURT.

Saturday, 26th September.

BEFORE MR. T. SHERRIFF SMITH
(POLICE MAGISTRATE).

BURLAKHIN IN WANCHAI.

Before daylight Saturday a Chinese constable on duty in Albany Street noticed a coolie taking gymnastic exercises in the form of climbing a water-pipe at the house No. 7, Doubtless getting tired, the climber rested at the first floor, and entered the verandah on a trip of discovery. Some Chinese clothes catching his fancy, he made free to carry them with him on recommencing his exercise on the water-pipe, downwards. The constable felt justified in arresting the coolie, who was received a sentence of 6 months' hard labour.

Half-an-hour later a report was made at the above mentioned station that a burglary had been perpetrated at 203, Queen's Road East. Laid by the books within a few hours, the thief appeared at the Magistracy, and received six weeks' hard labour.

An hour after the above case was reported, a coolie, a blanket and a constable made their appearance at No. 2 Station. In Amoy Lane a disciple of Sherlock Holmes caught sight of a Chinese carrying a blanket, and putting two and two together deduced that the coolie was not the owner of the blanket, and arrested him on suspicion. From enquiries made, the Police found that No. 4, Jardine's Bazaar was minus a blanket. The thief received a month's imprisonment.

THEFT FROM H.M.S. "PEARLESS."

While removing clothes and ashes from the shipping, coolies have long been in the habit of carrying away more than they were entitled to. A case was before the Magistracy of the theft of thirty-five bars from H.M.S. "Pearless" by coolies not in the employ of the contractor authorised by Government to collect ashes. Defendants were fined \$10, or 14 days. His Worship asked the complainant to inform the commanding officer of the "Pearless" that under the Ordinance he was liable to a fine of \$200 or six months for allowing ashes to be discharged by an unauthorised contractor.

RETURNING FROM BANISHMENT.

Ho Sing returning to the Colony from banishment will be well looked after for the period of twelve months.

TRESPASSING.

"Looking for grass" at Headquarter House without instructions as to what search from those in authority secured for Chen Yow two months' residence in a place where grass grows not.

STREET GAMBLERS.

On Friday, at 9 p.m. P.S. W. Gordon made a raid on street gamblers at Lyceum, New Territory, and reaped in a dozen. One man denied gambling, but it was proved that he was in the crowd. His Worship—"A man is always known by the company he keeps." \$4 each, or seven days.

UNLAWFUL POSSESSION.

Sampans have a habit of getting drift, but His Worship ruled that was no reason why a Chinese, charged with being in possession of two sampans, should annex them. Defendant said he "picked up" the vessels so as to claim salvage. Forty-four days in all was the sentence.

MALICIOUS WOUNDING.

In company with others Shin Cheung Kin, on the 5th inst., scrambled for coins thrown by some people standing in the road. While in the act of picking up a coin Shin fell a pain in his side and fell to the ground. Cheung Kin was charged with maliciously cutting and wounding, and remanded.

FORGERY.

The hearing was adjourned in the case in which Cheung Tak is charged with forging an order for the delivery of one bag of white wax of the value of \$180, said order having a chop purporting to be that of the Kwong Hing firm, 102, Wing Lok Street.

DOUGLAS STEAM-SHIP CO., LD.

The twelfth ordinary general meeting of the Douglas Steamship Co., Ltd., was held at the company's offices at noon on Saturday, Mr. J. H. Lewis presided, and others present were Messrs. A. G. Wood, C. H. Thompson, and C. A. Jones (Consulting Committee), R. C. Wilcox, H. C. Wilcox, T. H. Reid, E. J. Moses, W. Davies, and W. Parfitt (Secretary). The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said: Gentlemen.—The report and accounts have been in your hands for several days, and with your permission I propose to take them as read. As indicated in the report, we have experienced, in common with almost all shipping companies, a continual period of depression, and regret that there are no immediate prospects of improvement. Unfortunately, outside steamers failing to find employment in their usual trade come on to the coast, increasing the already excessive competition and further materially reducing our earnings. You will see from the accounts that the profit on sale of *Evros* was \$43,180.39, and as it is not intended under present circumstances to replace her, the General Managers and Consulting Committee decided, after full consideration, to distribute out of the profits a dividend of 6 per cent. for the year, apportioning the balance to reserve and depreciation as set forth in the report. It is well I should remind shareholders that the prospects of the current year are most unpromising, but when prosperous times return, as we all hope they soon will, we are in a strong position and will not fail to take the fullest advantage of them. If shareholders desire any further information I will be pleased to answer any questions.

There were no questions.

The CHAIRMAN having moved the adoption of the report and accounts,

Mr. DAVIES seconded, and the motion was carried.

The re-election of the Hon. G. W. Dickson, Messrs. C. H. Thompson, A. G. Wood, and C. A. Jones as members of the Consulting Committee was agreed to on the motion of Mr. H. C. WILCOX seconded by Mr. E. J. MOSES.

Mr. T. H. REID moved, and Mr. R. C. WILCOX seconded, that Messrs. W. H. POTTS and A. E. LOWE be re-elected auditors. The motion was agreed to.

This was all the business.

Dividend warrants will be ready to-day.

THE SALVAGE OF S.S. "TACHI MARU."

Captain G. Taro, the Superintendent Captain of the Osaka Shosen Kaisha, has recently been presented, through the Tokyo Marine Insurance Company Ltd., with the sum of one thousand yen subscribed by the underwriters of England, including Lloyd's, in recognition of his very valuable services rendered in connection with the refloating of the s.s. *Tachi Maru*, which had been insured with the London underwriters through the Tokyo Marine Insurance Company of Tokyo. Such a proud distinction has never before been achieved by a Japanese master mariner, and it would not be out of place perhaps to give here a short account of the salvage operations so successfully conducted, as well as a brief résumé of Captain Taro's career.

The s.s. *Tachi Maru* is a steam vessel belonging to the Osaka Shosen Kaisha, running in their Hankow-Tientsin Line. She was built and engineered by the Osaka Ironworks (Osaka Tekkosho) in September 1901, and her dimensions are: Length, 278 feet; breadth, 30 feet; and depth, 9 feet. Gross tonnage, 2076 tons. She ran aground on the 11th October, 1902, at Long How Tsung (Upper Yangtze River) at a distance of about 20 miles lower from San Tai and about 80 miles upper from Hankow, and was stuck fast to a bottom of mud and sand. The Osaka Shosen Kaisha's steamers *Tayama Maru* and *Takayama Maru*, under the superintendence of exports, were detailed to tow the steamer off, the *Tachi Maru* herself assisting, but all efforts were unsuccessful. It was then the season of early winter, the river water was running very low, and where the steamer was grounded it gradually became entirely dry. It became apparent that some special operation was necessary if the steamer was to be refloated, and the head office of the company sent their superintendent Captain Taro, to report on the situation and prospects of saving the vessel. He arrived, on the scene on the 27th October, and after making a careful study of the situation and holding consultation with Lloyd's agent at Hankow, decided to stop the work for the time being until the river water should rise, which was expected during the beginning of the year, when he considered he would be able to refloat the steamer. Captain Taro made due report to his head office, and the Osaka Shosen Kaisha decided to undertake the work of raising the steamer, under certain terms and conditions arranged with the underwriters interested.

Captain Taro commenced work on the 2nd December by setting coolies to dig out around the steamer, and this was continued the whole month and the vessel placed on wooden blocks, all the necessary salvage gear having meantime arrived from Japan. Operations proper then commenced, and from the 2nd to the 7th January the *Tachi Maru* moved 239 feet. From 8th to 13th the vessel moved a further 90 feet, and from the 14th to the 20th, 456 feet more. On the 26th January, at 1.42 p.m., the vessel was successfully refloated, taking the water 845 feet from the place where she had grounded. The weather conditions under which the operations were conducted were severe. The thermometer registered at from 26 to 33, and when the wind blew from the north it rained and snowed heavily, very greatly hampering the work. The marking of the river water as per Hankow water-indicator was, 32 feet 5 inches on the 11th October, 1902 (date of grounding), 9 feet 2 inches on the 2nd December (day work was commenced), and 3 feet 4 inches on the 26th January, when the steamer took the water. On the whole the decrease and increase of river water was very small, sometimes rising one foot, at other times decreasing by six feet. The smart work performed by Captain Taro under all the varying conditions was indeed a matter for congratulation to himself, the underwriters interested, and the Osaka Shosen Kaisha.

Captain G. Taro was born in the Prefecture of Okayama in 1865. From childhood he yearned to be a mariner, and in course of time he entered the Navigation Department of the Osaka Merchant Ship School. He graduated there at the head of his class in 1886, and then went to sea. On account of his exceptional ability, he quickly rose to the top rank of his profession, and when the China-Japan war broke out in 1894 he served his country as commander of a transport, for which services the Japanese Government conferred on him the 6th Merit Order and Ribbon of the Single Blazing Sun. In 1897 he joined the Osaka Shosen Kaisha, and was sent to England to superintend the building of vessels which had been ordered for the company. On his return to Japan he was entrusted with the supervision of the marine staff of the company, a post which he still retains.

Captain Taro is generally admitted by those who know him as one of the most competent and efficient master mariners in Japan, and he holds a clean record in that his commands have never met with any accident, casualty, or disaster. He is also noted as an authority on salvage matters, having been successful in over twenty salvage cases which he had undertaken, the most notable ones being the raising of the *Miyagawa Maru* foundered off the coast of Sanaki in 1899 and the floating of the *Tachi Maru* stranded in the harbour of Keelung in 1900. In the present case of the *Tachi Maru* it was unquestionably due to his exceptional technical ability, combined with his indefatigable efforts, that the Osaka Shosen Kaisha and the London insurance concerns owe the refloating of that steamer, and there is no better proof of the appreciation of his splendid services than the fact that the British underwriters have subscribed an honorarium for him, which is unprecedented in the mercantile history of Japan. Captain Taro is yet in the prime of life, with a bright future before him.

HONGKONG CRICKET CLUB.

The report of the Hongkong Cricket Club for the season 1902-1903 has been issued. The accounts show a balance to the credit of the Club of \$2,423.23.

The Club played seventeen matches against the Navy, Garrison, etc., of which seven were won, four lost, and six drawn. There were also played eleven other matches (such as "Hills v. Plains," etc.). Engineer-Lieut. G. Moore, R.N., leads the batting averages with 51.00, and Messrs. J. T. Dixon and P. T. Lambie are bracketed first in bowling with an average of 12.99 for 48 and 23 wickets respectively. The following scores of 100 and over were made:—Lieut. Francis-Hayhurst, R.W.F., 130 (not out) and 105; Engineer-Lieut. G. Moore, R.N., 113; Mr. A. D. A. Punnett, R.N., 104; and Mr. G. A. Cooke, R.N., 102 (not out).

The annual lawn tennis match against the L. E. C. was played on April 11th, and resulted in a win for the L. E. C. by 87 games to 77. The Lawn Tennis Championship was won by Mr. H. Hancock, who also won the "A" Class Singles Handicap. The "B" Class Singles Handicap was won by Mr. W. King. Mr. E. J. Grist and the Hon. J. M. Atkinson won the Doubles Handicap, and Messrs. H. Pinckney and F. H. Yeats were the winners of the Professional Pair. The Tournaments Championship was won by Mr. H. Hancock, who was also the Singles Handicap. The Doubles Handicap was won by Messrs. W. R. Robertson and B. E. Hanson.

Major Wynne, R.A., and Capt. Calogian, R.W.F., on leaving the Colony, resigned their places on the Committee, and Capt. Fawcett, R.A., and Lieut. Rimington, R.N., were elected in their stead. Lieut. Solihet, R.N., was elected as the Naval representative. Capt. Fawcett, R.A., has since left the Colony, and his place remains vacant.

During the year 134 new members joined the Club. The total number of members is now 447, and there are 101 naval subscribers.

BATTING AVERAGES.

(Eight innings and over.)

Name.	Innings	Runs	Not out	Total	Average
G. Moore, R.N.	10	498	113	510	51.00
R. B. Gordon, R.N.	11	416	39	455	41.36
G. A. Cooke, R.N.	8	319	102	421	52.62
Capt. Fawcett, R.A.	23	517	74	591	25.70
P. T. Lambie	12	311	118	429	35.75
W. G. D. Turner	12	259	38	297	24.75
F. MacLellan	10	239	38	277	27.70
A. G. Ward	10	234	41	275	27.50
R. E. O. Bird	10	177	31	208	20.80
Wm. Dixon	10	165	15	180	18.00
L. H. W. Smith, R.A.	11	118	37	155	14.09
L. Rimington, R.N.	13	160	43	203	15.61
A. Mackenzie	9	29	52	81	9.00
P. T. Lambie	12	31	38	69	5.75
J. Hooper	13	31	30	61	4.69
S. Powell	8	47	18	65	8.12
G. P. Lamont	9	28	10	38	4.22

BOWLING AVERAGES.

(Eight innings and over.)

Name.	Innings	Overs	Runs	Wickets	Average
J. T. Dixon	17	292	622	43	12.90
P. T. Lambie	11	221	523	23	22.73
R. E. O. Bird	19	360	269	37	7.27
W. Dixon	8	101	130	15	8.66
L. H. W. Smith, R.A.	12	115	392	21	18.69
L. Rimington, R.N.	11	115	231	11	21.00
A. Mackenzie	9	115	231	11	21.00
Capt. Fawcett, R.A.	21	216	1276	38	33.34
W. G. D. Turner	9	49	235	13	18.07
A. Mackenzie	9	33	114	6	19.00

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong, 26th September:—

Beyond a substantial improvement in Unions nothing of special interest has happened during the week under review; the tone of the market is still dull, and the few parts that have been gleaming lately have died out again quickly. The sterling rate on London for demand is 1s. 10½d., and the Shanghai rates are 72½ for a T/T and 72½ for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai have sellers at \$63½; the London rate is \$66. Nationals are in demand at \$28½.

MARINE INSURANCES.—Unions have risen steadily since the report has been published and are now in demand at \$25; Canteons have improved to \$18½ buyers.

FIRE INSURANCES.—Hongkong's are unchanged, but China Fires have hardened again and can now be placed at \$89.

SHIPPING SHARES.—Canteons and Maecos ruled very easy all through the week and sold as low as \$32½, at which rate, however, shares could be placed. Indo-Chinas are easier also with sellers at \$86; the remaining stocks under this heading are unchanged.

REFINERIES.—China Sugars have receded to \$98 sellers, whilst some report even a lower rate; Lazons no business.

MINING SHARES.—The only business in stocks under this heading has been in Panjoms, ordinary shares selling at \$1.65 with further buyers.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks are obtainable at \$206. Kwai-Long Wharves have improved to \$87 sellers, whilst Farmanbas are wanted in the north at 71s. 13s.

LANDS, HOTELS AND BUILDINGS.—Land Investments sold at \$153; West Pointers are obtainable at \$50½. Hongkong Hotels have buyers at \$145, and Humphreys' Estates sold and can be placed at \$104.

COTTONS.—No business reported.

MICROFILM.—Watsons are wanted at \$144. Water Boats have improved to \$151, Watkins sold at \$8 with little further buyers, and China Light and Powers are in demand at \$5.

MACNIVEN & CAMERON'S "J" PENS are by special device in manufacture the smoothest, and most quick-like J pens to be obtained anywhere. Black J. Gilt J. Big J. In 6d. and 1s. boxes, at all Stations. Waymouth Works, Edinburgh. [2945]

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 24th August.

TRADE BETWEEN GERMANY AND GREATER BRITAIN.

According to German official returns the figures for the year 1902 are as follows, in million marks:—

	Imports from	Exports to
Great Britain	557	958
India, &c.	239	70
Australia	129	46
British Africa	72	49
British America	16	41
	1,014	1,164

being 17.9 per cent. and 24.9 per cent. respectively of the total imports and exports of the Empire. The credit balance resulting from the above is almost entirely due to the excess of shipments to the United Kingdom over imports from there. Canada, of all the Colonies, alone receiving more goods from Germany than she sends thither.

SHIP-BUILDING ON THE LOWER WESE.

The Chamber of Commerce of Goosensmünde in its annual report for the year 1902 gives rather a gloomy account of this branch of industry. It states that the demand for new vessels during the period under review fell considerably short of that of the previous twelve months, owing to the low rates of freight obtainable and the general depression of trade, the scarcity of fresh orders being felt all the more, as those on the books had been mostly filled. In order to secure new contracts great efforts had to be made and prices in many cases to be accepted which barely covered cost. There has been no want of inquiry, but it has been more of a tentative character, instead of test prices, and has frequently proved abortive. How matters will shape in the future cannot be forecast with any degree of exactness; at present, the iron market seems to be rallying slowly and enquiries for new vessels cannot be said to be coming in, but prices are still so depressed that few orders are being booked.

After this a statement just published by Buemann's News Agency in Bremen, giving a rough estimate of the results obtained by the North German Lloyd during the first six months of the present year, is rather refreshing. The gross earnings exceed those of the same time last year by four million marks, and it is expected that the months of July and August will yield another million; it will, however, be necessary for several reasons to write off a million more at the end of the year than in 1902.

The general trade of the port during the six months has, from what I can gather, not proved equally satisfactory, with the exception of a few articles such as cotton, of which 232,270 tons were received against 245,000 tons last year, and 249,101 tons forwarded against 213,490 tons from the beginning of January to the end of June 1902.

Rice shows a decrease in imports 153,831 tons against 183,235 tons—but an increase in the quantity shipped and forwarded, viz., 128,650 tons against 115,254 tons. The short supply is chiefly owing to the extensive demand for Japan, China, and the United States in the Indian markets, which, moreover, has caused prices to advance considerably.

The trade in petroleum seems to be on the wane, the figures for imports and exports being respectively—30,990 tons in 1902 against 41,050 in 1901; and 20,584 tons in 1902, against 23,585 in 1901.

Provisions, owing probably to the rise in prices in the United States, likewise show a falling off; in fact, however, a slight increase has to be reported.

The imports of English coal have been somewhat less than last year for the first six months, viz., 168,577 tons against 168,937, whilst 77,422 tons against 91,441 tons have been shipped and forwarded. Of German coal 419,962 tons have been received against 330,890 tons, of which 236,295 tons against 202,428 tons shipped or forwarded.

Tobacco, one of the old staple articles of Bremen, appears to be losing ground, the figures being:—

Imported 27,340 tons, of which 6,343 North American, against 31,670 tons, including 5,690 tons American last year.

Exported in 1902 23,501 tons, of which 8,003 tons American; 1903 28,661 tons, of which 7,755 tons American.

COTTON.

I have on several occasions drawn attention in my letters to the inadequate supply of American cotton during the present season. My predictions have come true, and the trade everywhere is now suffering from the want of the raw material. The visible supplies of the world on the 22nd inst. were, in 1,000 bales, 1903 1902 1901 1900

Total	889	1,119	1,250	841
American	574	867	1,040	620

The stock of cotton in Liverpool last Saturday was 138,000 bales American against 387,000 bales last year; at 4,000 bales American against 11,000 bales last year. The stock of American cotton in Bremen on that date amounted to 70,000 bales, against 60,000 bales last year; at 4,000 bales, against 13,000 bales last year.

The new crop is late, and little new cotton can therefore be expected to reach Europe before the middle of October, especially as the American mills, a great number of which have shut down for lack of cotton, are likely to snap up the first arrivals. How the trade in the old world will manage to tide over the next few months without stopping work altogether is a question to say the least, and will be going some time for many weeks already, and still stocks of cotton in all markets have diminished in an alarming manner; a further curtailment of production has become imperative, all the more as a large proportion of the existing supplies of American cotton consists of low grades, some of which is hardly fit for spinning. The recent strike of about 8,500 mill-hands in Crimmitschau,

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Hongkong, 17th September, 1903.

[3]

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in Saxony, is therefore not likely to be regretted by the masters, who are mostly protected by the strike-clause in any forward sales of yarns they may have made.

The accounts of the growing crop have so far been favourable, although damage by insects has been reported from some quarters, whilst lately complaints of too much rain have been received from others. Yesterday the American markets were excited in consequence, and Liverpool to-day followed suit. Of course similar reports are spread every summer, and they may once more prove to be exaggerated, as they have so often done on former occasions; still, one should not forget that the Agricultural Bureau in Washington in their report for June gave a very poor account of the stand of the plants, and that it would appear to be in the interest of the speculators who have hitherto so cleverly manipulated the markets to fix advantage of all unfavourable news to drive up prices for the winter months, in order to get out of their present stocks. Unless the crop be a bumper one, exceeding 12 million bales, which at present does not appear likely, 5½d. seems a reasonable price for the season, with higher rates later on according to the actual yield of the present crop. Both consumers and the trade, it is to be feared, will have to get used to a higher range of prices.

CORREA.

A telegram to the *Asahi* from Seoul indicates that the Koreans are not allowing the situation to rest in Corea. The local officials at Yong Chag—whom will be remembered as the first place where land-acquiring operations commenced—report that four Russian subjects have come to a hill at Poh Yong in that vicinity and have marked out land, transported timber, and begun to erect buildings. Nothing is stated as to any lease or purchase of land by these enterprising individuals. They seem to have merely found a suitable place and proceeded to appropriate it. On being remonstrated with by the local officials, they declared that they were within the limits of the concession indicated in the agreement concluded between the representative of the Lumber Company and Mr. Cho Song-hyup, chief of the bureau of lands and forests. This agreement, it will be remembered, is the document that has failed to obtain the endorsement of the Korean Government, and is useless without that endorsement, not only on general principles but also because its second article provides that the boundaries of the district to be leased at Yong-ampho shall be determined by the Russian Minister and the Korean Foreign Minister, which delimitation has not yet taken place. The Koreans have undoubtedly bungled the business of Yong-ampho and will scarcely emerge from the complication scathless, but, on the other hand, the attempts made by the Russians to give effect to an agreement which has not come into practical existence seem very arbitrary. At all events, Poh Yong and Yong-ampho are different places, and the Korean local officials appear to have been unquestionably within their rights when they protested against the acts of the four Russians. The latter, however, having declined to pay any attention to the protest, a report was made to the central Government, and there resulted a note from the Korean Foreign Minister to M. Pavlov, insisting on the lawlessness of his nationals, and requiring that the trespassing Russians should be at once restrained. This note is said to have pointed out that even at Yong-ampho there is no warrant for Russians to settle pending some definite arrangement between the two Governments, and that under no circumstances could the course pursued at Poh Yong be considered proper. The Russian Minister's reply to this remonstrance does not appear to have yet become public property, but as M. Pavlov is said to have threatened that effect shall be given to the unheeded agreement without further reference to Korean officialdom, it must be assumed that he intends to arrogate to himself alone the power of delimitation which the government delegates to him, in conjunction with the Korean Foreign Minister. Whatever may be the exact facts of this incident and of the preceding course of events, Russia is making for herself a distinctly aggressive character in northern Corea, which fact is to be regretted, in so far as it is calculated to alienate Japan's good will and thus to postpone the amicable settlement of the Far Eastern question.

In connection with this subject we may mention a report sent from Peking to the same journal, in the sense that the Chinese Representative in Seoul had telegraphed to the Foreign Office in Peking saying that Corea had signed the Yong-ampho agreement, and that war between Russia and Japan was imminent. This statement has been officially denied, but we refer to it here, as the story without the contradiction is likely to find its way into circulation.—*Japan Mail*.



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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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LIVE NIGHTS "WHY SMITH LEFT HOME?"

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Hongkong, 24th September, 1903. [2712]

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Hongkong, 28th September, 1903. [2797]

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Hongkong, 28th September, 1903. [2798]

THE EASTERN EXTENSION AUSTRALASIA AND HINA TELEGRAPH COMPANY, LIMITED.

REFERRING to the notices of the 25th of June last, the sunders of Telegrams are hereby advised that from the 1st of OCTOBER next, the charges for Telegrams will be subject to revision for three months, by subject at the rate of FIVE SIX CENTS to equal One Franc.

J. M. BECK, Superintendent.

Hongkong, 24th September, 1903. [2710]

CIGARS.

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GIA, QUEEN'S ROAD CENTRAL.

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Hongkong, 24th September, 1903. [2706]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above on FRIDAY, 2nd October, at 4 p.m.

This steamer has superior accommodation for First Class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th September, 1903. [2704]

NEW ADVERTISEMENTS

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (Noon) on THURSDAY, the 22nd OCTOBER.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd OCTOBER, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Canton Insurance Office Limited, Hongkong, 25th September, 1903. [2711]

FROZEN FOOD AND FRUITS.

DEPOT: No. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co. & Co., Ltd., including MUTTON, LAMB, PORK, SUCKLING PIGS, HARES, RABBITS, TURKEYS, PORK SAUSAGE, MILK (Concentrated), FRESH BUTTER, CHEESE, BACON, HAM, and CHOICE TINNED FRUITS.

Pass Books will be supplied to, and Credit Accounts kept with, well-known residents. Price Lists on application.

LAU KUE TONG, Manager.

The Hongkong Frozen Food Supply, Hongkong, 25th September, 1903. [2709]

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FROM NEW YORK VIA SUEZ CANAL.

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"INDRAMAYO"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd October, at Noon, will be subject to rest.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary.

JARDINE, MATHESON & CO., Agents.

Hongkong, 26th September, 1903. [2703]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of MEMBERS of the above Club will be held in the PAVILION on MONDAY, the 29th inst., at 5.15 p.m.

BUSINESS: The Passing of the Report and Accounts. The Election of Officers. To discuss a scheme for a New Pavilion, etc., etc.

By Order, A. G. WAID, Secretary.

Hongkong, 22nd September, 1903. [2651]

HONGKONG HOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held at the HONGKONG CLUB TO-MORROW (TUESDAY), the 29th inst., at 5 o'clock.

T. C. GRAY, Hon. Secretary.

Hongkong, 26th September, 1903. [2694]

HONGKONG ST. ANDREWS SOCIETY.

THE TWENTY-SECOND ANNUAL GENERAL MEETING of the above SOCIETY will be held in the CITY HALL TO-MORROW (TUESDAY), the 29th inst., at 5.30 p.m., for the purpose of receiving the Annual Report, electing a Committee, and other business.

N. S. BROWN, Hon. Secretary.

Hongkong, 23rd September, 1903. [2665]

CYCLES.

JUST Received, "RAMBLER" CHAIN-LESS IMPROVED TWO-SPEED GEAR COASTER BRAKE, SPRING FRONT FORK and CUSHION FRAME BICYCLES. The most up-to-date and most reliable Machine in the Market. Any person having once ridden a "Rambler" will not use any Machine of inferior make and quality. Bicycle sundries of all description kept in stock.

We also keep in hand a good stock of Electric Bells & all fittings, and also undertake to put up Electric Bells.

Typewriters cleaned and repaired at reasonable rates. Rickshaw tyres kept in stock.

RAJESH & CO., 18, D'Aguiar Street.

Hongkong, 24th September, 1903. [2689]

ENTERTAINMENTS

DANCING.

MRS. DONALDSON (Daughter of Professor J. F. WALLACE, of Rosemount Dancing Academy, Glasgow), has pleasure in informing the residents of Hongkong that she is opening

DANCING CLASSES FOR BEGINNERS at the CITY HALL, on MONDAY, the 5th OCTOBER. Great pains will be taken in training Pupils, and none but those really desirous of learning the art need enrol themselves, as discipline in the class-room is essential and will be insisted upon.

ADULT BEGINNERS' CLASSES.—MONDAY and THURSDAY, from 8.15 to 9.45 p.m.; Fee, \$10 a month. SATURDAY, from 8.15 to 9.45 p.m.; Fee, \$6 a month. (Pupils enrolled at the ROBINSON PIANO CO., Ltd.)

ADVANCED or PRACTICE CLASS.—WEDNESDAY, from 8.15 to 9.45 p.m.; Fee, \$7 a month.

JUVENILE BEGINNERS' CLASS.—SATURDAYS, from 3 to 5 p.m.; Fee, \$6 a month.

NOTE.—When there are three children from one family, the third will be allowed when of age to receive PRIVATE LESSONS given at hours to suit the convenience of pupils. For further information enquire of the ROBINSON PIANO CO., LIMITED.

Hongkong, 16th September, 1903. [2696]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LIMITED.

SHAREHOLDERS are reminded that the New Issue of Capital must be applied for before 1st OCTOBER next, after which date any unallotted shares will be dealt with as laid down in the Articles of Association.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 21st September, 1903. [2679]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 8th OCTOBER, 1903, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1902 and for the half-year ending 30th June, 1903, and of electing Dividends, &c.

The TRANSFER BOOKS of the SOCIETY will be CLOSED from the 23rd SEPTEMBER to the 8th OCTOBER, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 18th September, 1903. [2612]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 3rd day of OCTOBER, 1903, at Noon, for the purpose of considering Resolutions which will be proposed, viz.:

1. "That the Capital of the company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares of the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—"

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers. [2205]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 4,672, for one hundred shares, numbered 37,601—37,700 inclusive, standing in the register in the name of Dr. THOMAS REYNIE of Poochow, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at the offices of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before 25th October 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 23rd September, 1903. [2672]

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Canaught Road, Hongkong, 13th June, 1903. [1703]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [158]

NOTICES OF FIRMS

JAVA-CHINA-JAPAN L.I.N.

REGULAR STEAMSHIP LINES FROM JAVA TO CHINA AND JAPAN, AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUDDELL STREET.

R. BISSCHOP, General Agent.

Hongkong, 1st September, 1903. [2632]

CHINESE AMERICAN COMMERCIAL COMPANY, 司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.

Hongkong, 1st May, 1903. [1321]

WANTED.

A SUITABLE OFFICE in a Central position, for the STOCKBROKERS' ASSOCIATION.

Apply to E. S. JOSEPH, Hon. Secretary.

Hongkong, 26th September, 1903. [2639]

WANTED.

FOR Coast Port, an Experienced SHIP-PIPING CLERK, good knowledge of French required.

Apply by letters only to "ORIENTALIS," Care of Daily Press Office.

Hongkong, 28th September, 1903. [2700]

WANTED.

AN Expert LADY TYPEWRITER. State Salary and Experience to— A. I., Care of Daily Press Office.

Hongkong, 31st August, 1903. [2443]

WANTED.

A CHINESE JUNIOR CLERK.—State age, qualifications and salary required to— "X. Y. Z.," Care of Daily Press Office.

Hongkong, 23rd September, 1903. [2636]

WANTED.

TWO CAPABLE OFFICE ASSISTANTS, thoroughly conversant with Books and Bookkeeping and having a good knowledge of accounts generally.

Apply, stating terms, to— ACACIA, Care of Daily Press Office.

Hongkong, 22nd September, 1903. [2648]

WANTED IMMEDIATELY.

ADVERTISER requires FURNISHED HOUSE for Six Months.

Apply— "SOUTH CHINA MORNING POST, LTD.," 15, Canaught Road Central.

Hongkong, 22nd September, 1903. [2652]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

A CHINESE OVERSEER of Public Works in Sandakan, about 25 years of age, with experience and able to do his own planning. Must speak and write English.

Salary \$75 per month.

House Allowance 15 "

Horse Allowance 15 "

Second-class passage provided to Sandakan. A trial of a few months will be given and if not satisfactory return passage paid.

Apply to— GIBB, LIVINGSTON & CO., Hongkong, 4th September, 1903. [2493]

HONGKONG CLUB.

NOTICE.

THE FOURTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, \$100 each, was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 19th inst., when the following Debentures were drawn for redemption:

276 579 999 1452

32 292 576 1000 1548

43 309 673 1074 1575

51 327 674 1085 1580

53 353 718 1129 1618

109 354 736 1144 1650

161 390 751 1165 1687

171 394 757 1167 1688

172 438 790 1234 1723

180 449 832 1263 1723

210 449 832 1263 1723

220 542 987 1393 1873

273 565 993 1436 1918

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on the 30th day of SEPTEMBER, 1903, in exchange for surrender of same.

By Order, C. H. GRACE, Secretary.

Hongkong, 21st September, 1903. [2629]

BANK

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000

PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: Canton, Hankow, Tientsin, Peking, Penang, Singapore.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS: At 2 1/2 per annum on Current Account daily balances.

3 1/2 per annum on Fixed Deposits for 3 months

4 1/2 " " " 6 " " " 12 " " " E. W. RUTTER, Manager.

Hongkong, 1st January, 1901. [231]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000

CAPITAL PAID-UP " 18,000,000

CAPITAL UNPAID " 6,000,000

RESERVE FUND " 9,210,000

HEAD OFFICE—YOKOHAMA.

INSURANCES

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.
Agents.
Hongkong, 18th May, 1892. [23]
SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ & JACOB & CO.
Hongkong, 2nd April, 1900. [12]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]
AACHEN & MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTEL, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [113]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1902.
£16,378,771.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,887,915 11 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.
Hongkong, 19th June, 1903. [1888]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.
Hongkong, 29th May 1895. [72]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security.....£235,719
Total Losses Paid.....£2,763,240

The Undersigned having been appointed
AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
Hongkong, 13th May, 1903. [144]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.
The Undersigned, having been appointed
AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOTZ, JACOB & CO.
Hongkong, 30th July, 1903. [12160]

THE SOUTH FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.
The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. H. HUMPHREYS & CO.
Hongkong, 2nd August, 1903. [12185]

NORTHERN ASSURANCE CO.
FIRE and LIFE.
ESTABLISHED 1836.

The Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO.
Agents.
Hongkong, 23rd September, 1903. [273]

EXCURSION TO MACAO.
GRAND PROCESSION.

The Well-known & Commodious Steamship
"WING CHAI"
will make a Special Excursion Trip to Macao, on SUNDAY, the 4th OCTOBER, 1903, leaving her usual Wharf (at the Western end of Wing Lok Street) at 8.30 A.M. and returning from Macao at 7.30 P.M. the same evening.

Meal Refreshments may be obtained on board.
Tickets—Return.....\$2.
Extra for each Cabin.....\$5.
Tickets for Sale on board and available at
MING ON & CO.
2nd Floor, 16, Victoria Street,
Hongkong, 25th September, 1903. [2893]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from Stonecutters Island, on the 30th SEPTEMBER, 1903, at targets in a westerly direction, to the South of Chung Hui Island.

Practice will commence at about 8.30 A.M., and end at about 10 A.M., if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary's Office.
Hongkong, 21st September, 1903. [2878]

CARMICHAEL & CLARKE,
CONSULTING ENGINEERS
AND SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS—"CARMICHAEL," HONGKONG.
A. F. Code, 4th Edition.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th June, 1903. [17]

GOLF FOR EVERYBODY.

THE FORTUNES OF WAR IN CHAMPIONSHIP CONTESTS.

BY
H. H. HILTON
(Winner of Amateur and Open Championships.)

It seems but idle to say that golf is an uncertain game, as in all games in which the Anglo-Saxon race love to desert themselves, the glorious uncertainty is undoubtedly one of the greatest of their charms. It may be that there are other sports of a national character which can lay claim to greater degrees of chance—whether this may be considered an advantage or not is a question which is not open for discussion in this article,—but that there is a great element of chance in the playing of the Royal and Ancient game does not leave itself open to doubt, and although it diversifies its interests, there are occasions on which it might be an advantage if it did not form such a predominant feature, in the race for the survival of the fittest, such as the annual contests for the championships, whether it be that restricted to the amateur talent, or that open to all denominations of golfers, amateur and professional. The object of all championships is to find the best player in the field, and if we are to arrive at a conclusion on this point, it is naturally necessary to eliminate as far as possible the element of chance. It is not improbable that these remarks will be looked upon as rank heresy by the older school of golfers, but golf in the present day is probably more of a stern reality than it was in the seventies and eighties. It is still played for pleasure as it was in those days, but the ever-increasing number of first-class players, and the many opportunities they take of meeting each other in open competition, tends to give the game a more earnest tone.

THE FORTUNES OF THE DRAW.

A player of the present day must not rest content with being "cock of his own walk," he must necessarily wander further afield, and prove his value on foreign soil. A golfer's reputation stands on his deeds in open battle, and although the seeking of a reputation may be termed mere vanity still there are few golfers who do not cherish the value of a reputation. Even the players of old are not loath, now that they are out of the race for supremacy, to refer to the wonderful feats of their youth. But I am afraid I am digressing, as the object of this article is in reference to fortune, or as it is more generally termed, luck in connection with championship contests. To consider first the amateur event decided by match play. I think that there is a greater element of chance in this than in the open event decided by stroke play. Firstly, we have to consider the luck of the draw, an important factor, and all the more important on account of the manner in which the draw is now conducted, as the powers that be decide that in case the number entered necessitates a certain number of players receiving byes in the first round, and that all these byes should be placed in the top half of the draw. There is a certain advantage in not being asked to compete in the first round, but in my opinion it is not so much in this that the advantage lies as in the fact that there are an unequal number of players in the two halves, and in consequence, by the law of averages, more good players in the bottom than in the top. As an instance may be quoted the recent championship at Hoylake. The top half of the draw embraced 40 players as against 64 in the bottom half, which means in the ordinary course of events, that the player who succeeded in wading through the bottom half would necessarily have more first-class players to account for than the survivor of the top half. As it so happened in Hoylake, the survivor of the top half was not so fortunate as to obtain a bye, and his journey to the penultimate stage was consequently far from an easy one, but we have only to compare the cases of Messrs. Robb and Fry, who both reached the penultimate stage. Mr. Robb, in the top half, obtained a bye, and his victims were Messrs. John L. Low (who was far from his old self), J. G. Craik, C. E. Gilroy, and F. P. Crowther, jun. Mr. Fry, in arriving in a similar position, had to account for Messrs. F. McKenzie, C. Lestchart, J. E. Laidlay, and H. H. Hilton. True in the first round he received a walk over, still there were 32 players in the quarter in which he was drawn, as against 16 in that in which Mr. Robb took part. The greater the number the greater the chance of players of good class being included.

But the luck of the draw has now become an accepted factor in the destination of the championship, and as long as the powers that be continue to decide the contest on the present basis—as there is certainly every probability that they will—this element of chance will always remain. It may add a certain interest to the competition which would otherwise be lacking in case the competition was decided on a more trying system.

IS EIGHTEEN HOLES A RELIABLE TEST OF PROWESS?

But there are other elements of fortune in the amateur championship besides the luck of the draw, and to begin with I believe that I am far from alone in thinking that one round of eighteen holes is not a fully reliable test of the golfing abilities of two players. It is too short a duel to give a player who has had to put up with the worst of the luck in the initial stages an opportunity to recover, as there is much to contend against in golf in the matter of bad lies, slymies, &c. In proof of this it is noticeable that during recent years the play in the final round of the tournament has been extended from 18 to 36 holes, those responsible for the extension no doubt thinking—and probably wisely too—that the final of a championship is of sufficient importance to warrant a thorough

trial of the golfing abilities of the two contestants, which one round of eighteen holes does not supply. It may be that had the delegates at the time they passed the innovation of making the final round a trial of 36 holes also passed that the semi-final stages should be decided by the same extended test, they would have been acting in the best interests of the amateur championship contests, as the means whereby to find the premier amateur for the year.

In saying this I am quite aware that many hold the opinion that any extension of the contest might tend to make it more a trial of stamina than real golfing ability, but with this I can hardly agree, as one single additional round would make but little difference. I hold a very decided opinion, that a single round of eighteen holes is much more trying to the nerves in a championship than two rounds of 36 holes. The former is a big strain mentally, much more so than a continued match of 36 holes in which a player after having the worst of the argument possibly due to a mixture of bad luck and a few indifferent strokes (to ill-luck all players are liable), still has a chance of pulling himself together, owing to the length of the game. As an instance may be quoted the recent final round at Hoylake. Before play commenced it was generally accepted that there was little between Messrs. Hutchings and Fry, but the result of the first round made it appear that Mr. Hutchings was infinitely the finer player. He outscored Mr. Fry, was invariably nearer in his approaches, and his deadly work on the green left his opponent no loophole, with the result that the latter found himself no less than eight holes in arrears. He was simply outclassed on the play in these individual eighteen holes, and had the contest ended in this round this would have been the verdict handed down to posterity, but, owing to the fact that the players had to continue in the afternoon, the opportunity was granted Mr. Fry of proving that those who had arrived at the opinion that there was little between the two finalists were correct in their judgment. Whereas in the morning round everything had come off for Mr. Hutchings, in the afternoon there was a complete reversal of form, as although Mr. Hutchings still more than held his own in the long game, the inspiration of putting appeared to have completely forsaken him, and the long putts which in the morning round he had been running up within a few inches of the hole now stayed some feet from the desired haven, and what was more important, he invariably failed to get the second putt down. On the other hand, Mr. Fry, with everything to gain and nothing to lose, went boldly for the hole, and the reward for his enterprise was seen in the fact that it was not until the last hole that the match was decided in favour of Mr. Hutchings.

It was a match truly indicative of the fortune of putting, and the advantage of a 36-hole match over a single round of 18 holes as a test. The former gives a much better chance of the players finding their natural level. On the day's play at Hoylake it is generally conceded that the man who played the better golf proved successful, but the wide variance in the result of the two individual rounds tend to indicate that in any individual eighteen holes the many chances of fortune go a very long way to decide the result.

SCORE V. MATCH PLAY.

I am quite aware that the majority of those who take an interest in the game consider that the manner in which the amateur event is decided is infinitely more interesting and entertaining than the four rounds by score play, by which one finds the victor in the open event. The latter method appears comparatively cold, blooded work. Slogging round for two days against the unseen truly is quite contrary to what is termed the old spirit of the game, but is it necessary that we should slavishly adhere to all the traditions of the old spirit? The game of golf is match play, or certainly was match play, and it may be that competitions by score play were only introduced as an expedient whereby to save time. But surely score play is still the game of golf, and I hold an idea that the manner under which the open championship is decided, four rounds by match play, is a test more likely to find the best player in the competition than the present method under which the amateur event is decided. There is a certain consolation in knowing that I am not alone in this opinion, as when several of the leading professionals were asked their opinion on the point at the late Open Championship meeting they unanimously decided that they considered that the present method of deciding the competition was a true test of ability of the players than deciding on the principle of the amateur event with its varying fortunes. I may mention by the way that the opinion of these professionals was taken, on account of the fact that there had been an agitation to introduce match play into the open championship, and the subject had been discussed by the

delegates present at the meeting, but it was thought only right that the leading professionals should be conferred with, and that their unanimous and decided opinion should be in favour of the present system, will not be consoling to the older school of golfers.

THE QUESTION OF "ETERNAL JUSTICE" IN GOLF.

But a championship is a championship, a contest which assuredly has the object of finding out the best player in the field, and in connection with the open championship in particular, where it means much to the successful competitor if he be a professional. It is probably more equitable to all concerned that the element of chance should be eliminated as far as possible, and the leading professionals at least have expressed the opinion that four rounds of score play is a good test of ability, and it might be but considered justice that their opinions should be considered before those who have no interest in the competition, except from a traditional and sentimental point of view. I trust the editor of *Golf Illustrated* will forgive me in referring to a remark of his made in reply to a strong advocate in favour of the abolition of the slymie which is as follows: "Our correspondent makes the common error of supposing that the game of golf is founded upon the principles of eternal justice."

Why is it an error to suppose this? Justice should be meted out in a game as far as is possible, just as it should be in the stern walks of life. There are always sufficient uncertainties in the game of golf in the matter of bad lies and unfortunate kicks, to do away with any idea of the possibility of eternal justice, but I cannot see that it is necessary that many old traditions should be adhered to merely on a question of principle. In cricket, football, and other pastimes, they are continually legislating. I can myself remember the time when in Rugby football the fact of one goal being kicked served to neutralise the gaining of any number of tries by the other side. That was far from justice, but it was the game of our forefathers. Fortunately it did not meet with the approval of the coming generation, who promptly arrived at a more equitable distribution of the value of the points scored. I am quite aware that my views may sound heretical to many who have had a longer and more varied experience than I have, but whilst I do not believe in making the game too easy, I have very strong opinions on the advisability of eliminating as far as possible the elements of what may be termed artificial chance in championship contests, that is chance aside and apart from the ordinary run of fortune in the play through the green.

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THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY NEW STOCK

TO ARRIVE THIS MONTH. SPECIALLY AND MOST CAREFULLY CHOSEN.

DIRECT FROM THE FACTORIES.

BY OUR MR. ROBINSON NOW IN EUROPE.

GREAT REDUCTIONS

IN OUR PRESENT STOCK OF PIANOS AND MUSICAL GOODS.

A QUANTITY OF OLD MUSIC STILL LEFT, BEING SOLD VERY CHEAP.

CALL IN AND SEE WHAT WE HAVE. ALL ENQUIRIES WILL BE MOST COURTEOUSLY AND PROMPTLY ANSWERED.

THE APOLLO PIANO-PLAYER

RECITALS DAILY

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adolina Patti (Baroness Coderstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 3rd September, 1903. [12454]

M. R. CHADWICK KEW,
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [2593]

WM. POWELL, LD.

GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND

GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

TURKISH

TROPHIES

CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK YOUR DEALER FOR THIS BRAND.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAUWEI.

AGENTS—

JARDINE, MATHESON & CO.

MIDZUSHIMA & CO.

COAL MERCHANTS.

[No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).]

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, (MINAMI-AIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.
CODE USED: A 1 & A. R. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies &c. Sole Proprietors of Kumamoto and Tanoura Coal Mines. Sole Agents for Kawamiya Komatsugawa, Minamio, Ikejiri and Kumagahara Collieries.

K. UYEMURA, Manager.

Hongkong, 4th March, 1903. [12409]

BUTTERFIELD & SWIRE,

Agents

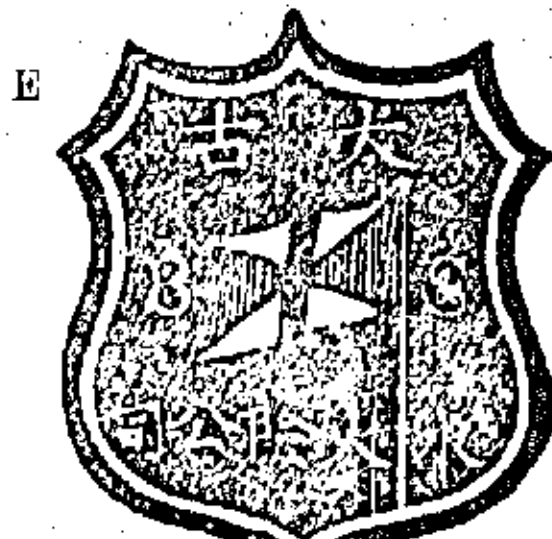
LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.



Hongkong, 18th August, 1903.

[1831-2]

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS.

FACTORY: CAIRO, EGYPT.

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.)

PURVEYOR TO THE BRITISH FIELD FORCE
CANTERBURY IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....2, ESPLANADE ROAD.

CALCUTTA.....4, DALHOUSIE SQUARE.

RANGOON.....72, MERCHANT STREET.

LONDON.....19, BASINGHALL ST., E.C.



ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG

[64]

When Your Joints Are Stiff

and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely. USE

Painkiller

[2621-1]

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN, AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ANTWERP"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTWERP"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 27th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MADEIRA, LONDON and ANTWERP	"GLAUCUS"	On 29th September.
LIVERPOOL	"IDOMENEUS"	On 13th October.
MADEIRA, LONDON and ANTWERP	"AGAMEMNON"	On 19th October.
MADEIRA, LONDON and ANTWERP	"PAKLING"	On 27th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA.	"CALCHAS"	On 2nd October.
The s.s. "MACHAON" left Victoria on the 2nd inst., for Japan and Hongkong.	"OANFA"	On 2nd November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [10-12]

Hongkong, 25th September, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 29th September.
MANILA, CEBU and ILOILO	"HUPEH"	On 30th September.
YOKOHAMA and KOBE	"TAIYUAN"	On 2nd October.
CHEFOO and TIENTSIN	"KWEIYANG"	On 2nd October.
MANILA	"CHINGTU"	On 5th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th October.
MANILA	"SUNGKIANG"	On 7th October.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 25th September, 1903.

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, INDIAN SEA and PACIFIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS	SAILING DATES
ABESSINIA (Capt. Filler)	On 7th Oct. Freight.
BRISGAVIA (Capt. Filler)	On 23rd Oct. Freight.
SAXONIA (Capt. Schulte)	On 3rd Nov. Freight.
MARBURG (Capt. Brehmer)	On 17th Nov. Freight.
SUEVIA (Capt. Borch)	On 1st Dec. Freight.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

Steamer	Captain	Tons	Sailing Date
VICTORIA	J. Truebridge	3,502	October 10th
SHAWMUT	W. M. Smith	3,603	November 14th
OLYMPIA	A. Dixon	2,837	November 25th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to—
DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
Forthbank, British barque, Young—Dodwell & Co., Ltd.
HELENA WYMAN, Amr. barque, D. A. Vanhousen—Captain.
Luzon, American ship, J. G. Park—Oder.
NORFOLK, American ship, J. A. Amstutz—Arnhold, Karberg & Co.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDY CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to—
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SAXONIA,"
Captain Bremer, will be despatched for the above ports on THURSDAY, the 1st October, at 5 P.M.
For Freight or Passage, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 24th September, 1903. [2677]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"GUTHRIE,"
Captain Dabell, will be despatched as above on or about the 1st October.
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd September, 1903. [2663]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.
(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain Dabell, will be despatched for the above ports, on or about the 1st October.
This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd September, 1903. [2664]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"NORDKYN," Captain A. Beer.

will be despatched on SATURDAY, the 17th OCTOBER, to be followed by the steamship "HERMISTON," Captain W. T. Bain, on or about WEDNESDAY, 18th NOVEMBER.

For Freight, &c., apply to—
SHEW, N. TOMES & CO.,
General Agents.
Hongkong, 25th September, 1903. [2657]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE DIRECT.

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, REI SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"FRANZ FERDINAND."

Captain Mestrovich, will be despatched as above on WEDNESDAY, the 21st October.
For information as to Passage and Freight, apply to—
SANDER, WIELER & CO.,
Agents.
Hongkong, 23rd September, 1903. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DAILY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1901. [1964]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September 1903. [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

351 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, THURSDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

Apply to—
M. J. FREYVOUX & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th June, 1903. [1751]

NOTICE TO CONSIGNEES

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. "Durance" and "Claret," from Havre ex s.s. "Dor o," and from Bordeaux ex s.s. "Ville de Cotte," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Precious and Valuable, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless notification is received from the Consignee before Noon, Monday, the 21st inst., requesting it to be landed here.

Bill of Lading will be countersigned by the undersigned, Goods remaining unclaimed after Monday, the 25th inst., at Noon, will be subject to sale and the proceeds to be used to meet the claims of the Godown Co., Ltd., at Kowloon.

All damaged packages will be examined on Monday, the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 21st September, 1903. [2]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PAKLING"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 30th inst.

No Claims will be admitted after the Goods have left the steamers Godown and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 3rd prox. or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd September, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. Arcadia.
From Persian Gulf, ex B. I. S. N. and B. P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., To-day, the 24th inst.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 24th September, 1903. [1]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McCREGOR BROS. & GOW.
Hongkong, 21st September, 1903. [2662]

STEAMSHIP "PETRACH" GENERAL AVERAGE.

NOTICES HEREBY GIVEN that all

Claims for Damage to Cargo by water when the "Petrach" was on fire at Shanghai 13th May, 1903, must be submitted to the Adjuster, Mr. E. H. HUTCHISON (of the Yangtze Insurance Association, Limited), Shanghai, on or before 1st OCTOBER next, after which date no Claim will be recognized.

SANDER, WIELER & CO.,
Agents.
Hongkong, 31st August, 1903. [2445]

NOTICE—FOR SALE.

SANITARY DUSTPANS of Approved

Pattern. \$4.00 each.

Apply to—
SHAM HU,
No. 11, Shin Hing Lane,
off No. 103, Hollywood Road.
Hongkong, 5th September, 1903. [2506]

THE AMERICAN SYSTEM

OF

DENTISTRY.

By
DR. M. H. CHAUN,
27, DES VOUX ROAD CENTRAL HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [2490]

DAVID COORSACK & SON

MERCHANT NAVY.

NAVY BOILED

LONG FLAX

REINFORCE CROWN

TARPAULING

ARNHOLD, KARBERG & CO.,
Sole Agents.

CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILK, IVORY, WARE, EMBROIDERIES, AND PONGEE SILK.

Wholesale and Retail. Prices very moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.).
Hongkong, 18th May, 1903. [2398]

NEW Specialties in New Drinks.

Do not fail to taste DOKID, a most appetizing drink, Superior to Soda Water with Spirit.

Our Special GINGER ALE is of the very finest quality, equal in flavor to the far-famed "Halfast Water." It drinks with a full mellow body, leaving a fine nutty flavor on the palate, which will make you wish to drink it again.

ORANGE CHAMPAGNE, a most delicious and very light, fine-flavored drink.

LIME JUICE and SODA, a Popular Beverage, refreshing and healthful. Thirst Quencher. From the Palace Fruit.

Apply to **THE ROYAL BOTTLED WATER MANUFACTORY** Factory and Office, West Point, Telephone 367. Depot—Lee House Street, Telephone 374.
P. P. DANENBERG, Manager.
Hongkong, 22nd September, 1903. [117-1]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. & B.C. Sails and Engineering Cable.

DOCK No. 1 (at PATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 53 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 42 "

PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 72 TONS GROSS, Fitted with POWERFUL SALVAGE PLANT, READY AT SHORT NOTICE. 1677

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUALITY.

This Beer is brewed of best Saazer Hops and finest Barley Malt, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903. [117]

DINNEFORD'S

MAGNESIA

A PERFECT BEVERAGE.

Preferred by Connoisseurs for its high quality and delicious natural flavor.

Rich in nourishing and stimulating properties, it builds up and invigorates the system.

Best & Goes Farthest.

